GIVE TRANSPORTATION AHEAD OF CHEAP RATES; ROADS NOT OVERCAPITALIZED, SAYS ROOSEVELT

General Lawton in his youth

More Staple

Than Any "Staple"

All staples in our markets are unstaple in value as compared with a policy in the Mutual Life Insurance Company. Cotton, wool, wheat, steel go up and down through the years, while such a policy steadily gains in

value. Stocks, bonds, securities rise and fall, but such a policy never depreciates—it is always worth more as time

The Mutual

Life Insurance

Company

should be prized, not alone for its present, but also for its improving value. It stands for security and solidity; for the satisfaction of the policy holder and the comfort and care of his beneficiaries, Such a policy, in time, becomes beyond price. The man

of responsibility, the man of prudence, who lacks such a

policy should get started with the Mutual Life

The Time to Act is NOW.

For the new forms of policies consult our nearest agent, or write direct to

The Mutual Life Insurance Company

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goes by. A policy, therefore, in

Insurance Company.

Tailoring Ideas

Of the highest conception are followed and aptly executed with production of Burk-Made Clothes. Complete satisfaction to the wearer is its mission, which must be derived from the fabrics, the linings, the workmanship, as well as fit. The conscientiousness of our efforts and the practical knowledge of the successful attainments in this direction warrants our every assertion of superiority of Burk-Tailored High-Class

Suits at \$12.50, \$15, \$18, \$20, \$25, \$30.

Burk & Company,



THEODORE ROOSEVELT.

whether their business is or is not in-terstate it is to the same extent sub-that they had invited an outbreak of ject to Federal control, under that clause of the Constitution granting to the national government power to es-the national government power to es-tablish post rouds, and therefore by

butary to the lines.

What Railroads May Buy.

These principles are fundamental, Railroads should not be prohibited from acquiring connecting lines, by acquiring stocks, bonds, or other securities of such lines; but it is already well settled as contrary to public policy to allow railroads to acquire control over parallel and competing lines of transportation. Subject to first giving to the government the power of supervision and control which I have advocated above, the law should be amended so that railroads may be permitted and encouraged to make traffic agreements when these are in the interest of the general public as well as of the railroad corporations making them. These agreements should of course be made public in the minutest detail, and should be subject to securing the previous assent of the Interstate Commerce Cimmirst's.

The mevement to regulate railways by hin whas come to stay. The people of this country bave unde up their minds—to exercise a closer centrol over all kinds of public-service corporations, including railways. Every honestly managed railway will gain and not lose by the policy. The men more anxious to manipulate stocks than to make the management of their roads efficient and lonest are the only once who have cause to oppose it.

We who believe in steady and healthy progress stand unalterably for the new era of the widest publicity, and of fair dealing on the part of railroads with stockholders, pussengers, and shippers. We ask the consent of no man in carrying out this policy, but we gladly welcome the aid of every man in perfecting the law in its de-

man in perfecting the law in its de-

bearing the Dutch Boy trade mark. This trade mark is positive guarantee of absolutely Pure White Lead made by the Old Dutch

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Special Confederate Reunion Excursion to Jamestown

on the new and splendid steel steamer Montauk (capacity 1,500)

June the 1st, 2nd and 3rd. \$1.25 Round Trip

Passing Drewry's Bluff, Chaffin's Bluff, Dutch Gap, Malvern Hill, City Point, Harrison's Landing.

An opportunity to view the most historic spot in America, where the first white settlement was founded.

A beautiful trip on James River. See the old colonial homes.

Steamer leaves wharf, foot of Twenty-eighth street, 7:30 A. M., returning that evening.

Refreshments served on steamer.

the work all deverentialization, in the first time; to prevent any man horeafter particle of the properties with, collegations and properties with collegations and property of the corporation shears of the properties with collegations and property of the corporation shears of the properties with collegations and properties with collegations and property of the corporation shears of the properties with the property of the corporation shears of the property of the corporation shears of the properties with the property of the corporation shears of the property of the corporation shears of the properties with the properties of the properties of the properties of the property of the corporation shears of the properties of t

Won't lajure Securities.

The effect of such valuation and supervision of securities can not be retractive. Existing securities should be tosted by the laws in existence at the time of their issue. This nation would no more lajure securities which have become an important part of the national wealth than it would consider a proposition to repudinte the public debt. But the public interest requires guaranty against improper multiplication of securities in the future. Reasonable regulations for their issuance should be provided, so as to secure as far as may be that the proceeds there of shall be devoted to legitimate business purposes. In providing against overcapitalization we shall harm no human being who is honest; and we Won't Injure Securities

(Continued on Twelfth Page.)

to Jamestown Island

STEAMER POCAHONTAS

SCHEDULE; Leave Richmond 8:30 A. M.; arriving at Jamestown about 1:30 P. M.; returning, leaves Jamestown 3:30 P. M. same day, arirving at Richmond 7:30 P. M.

Tickets will be sold at wharf, and will only be good on Virginia Navigation Company.

Cars marked Main Street go direct to wharf. Refreshments served on board steamer.